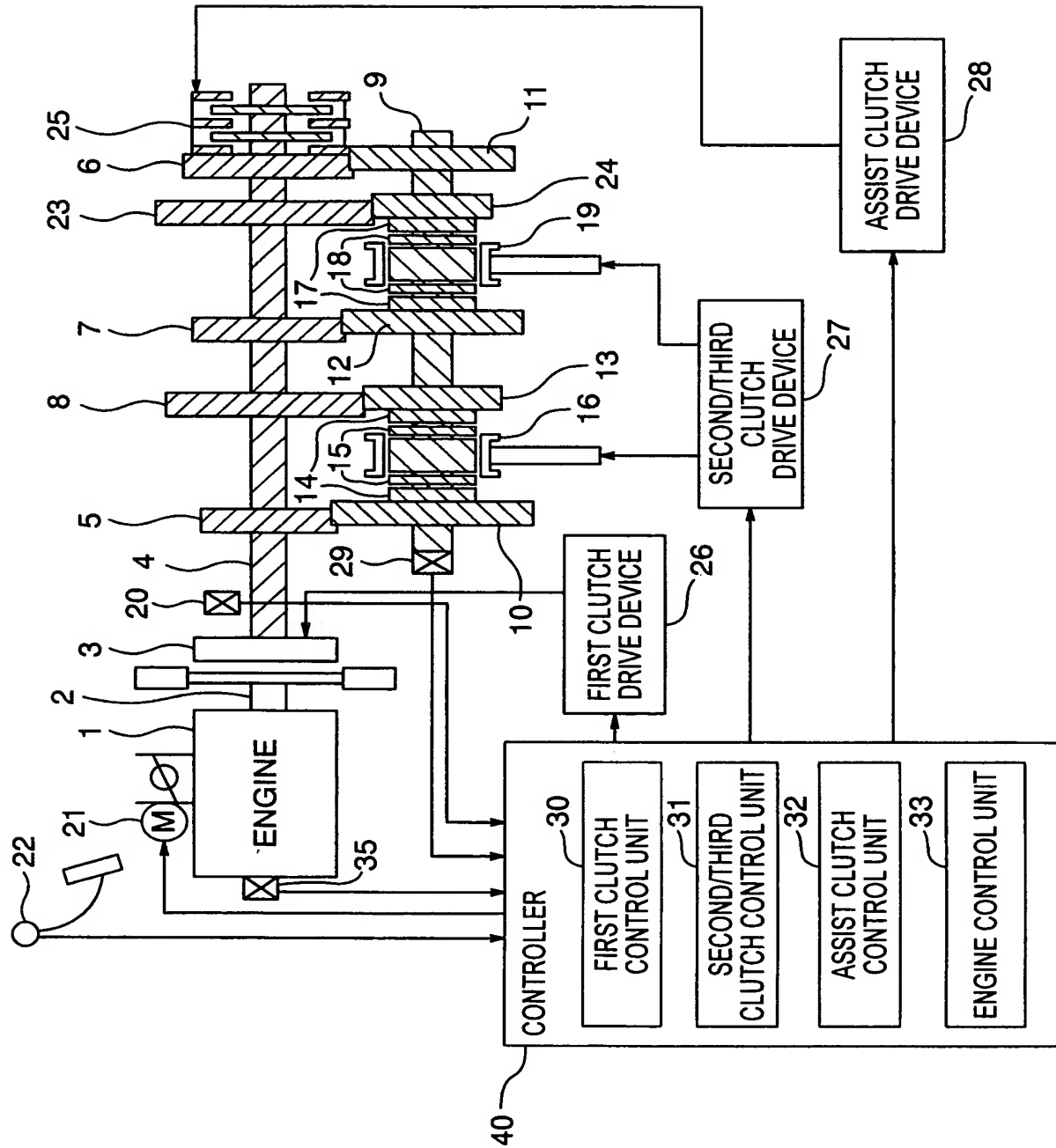


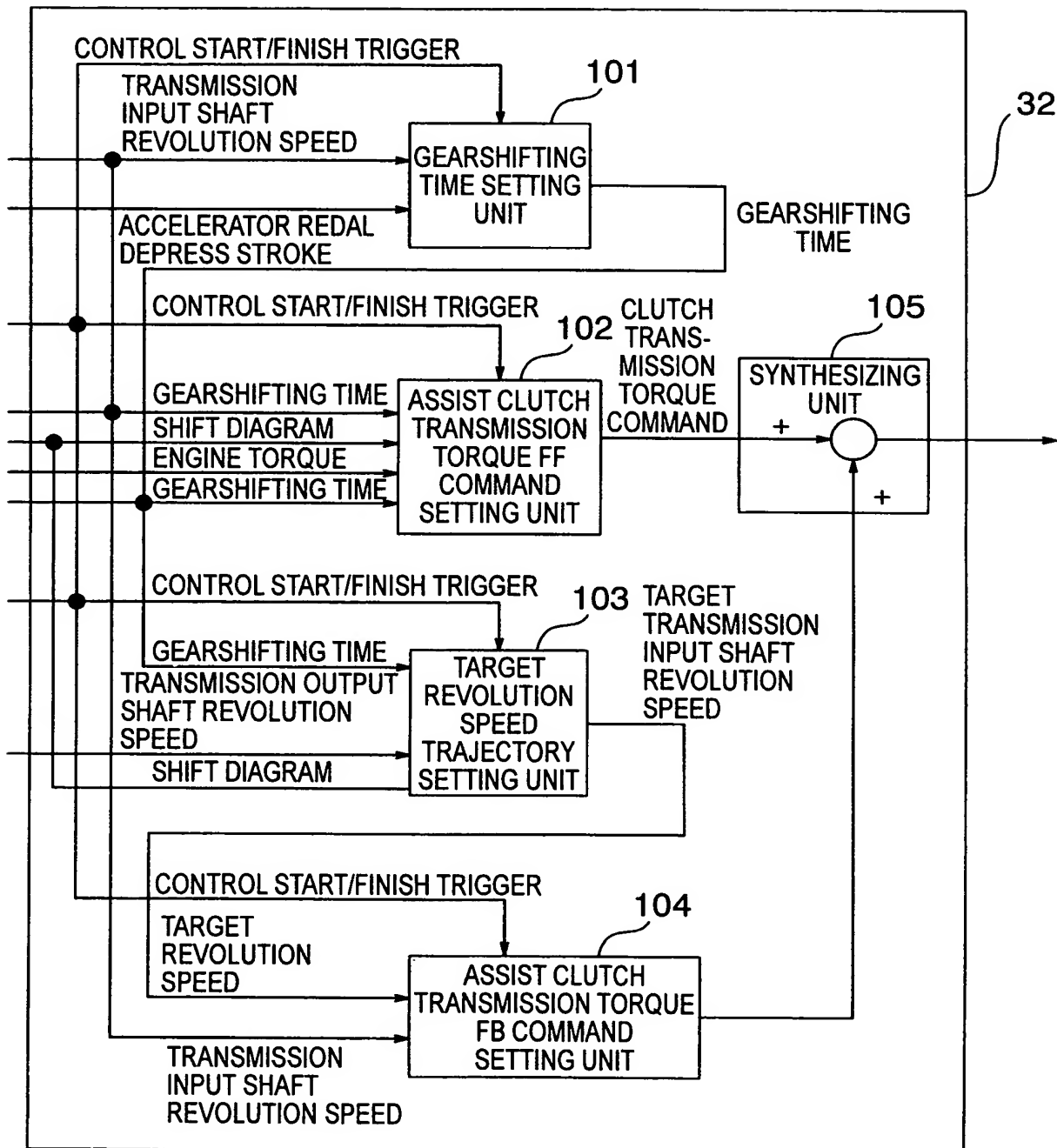
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FIG. 1



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FIG. 2



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FIG. 3

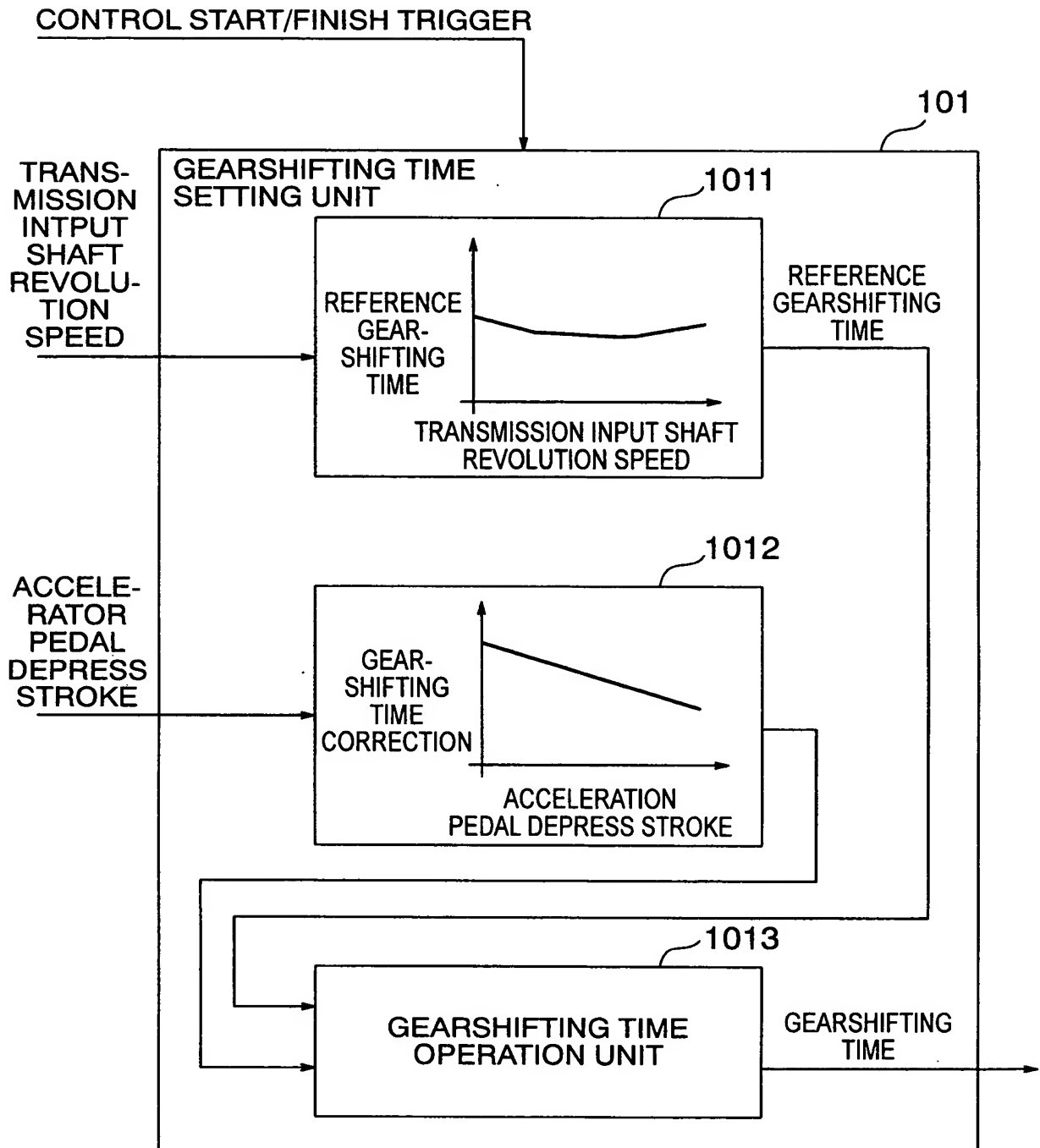
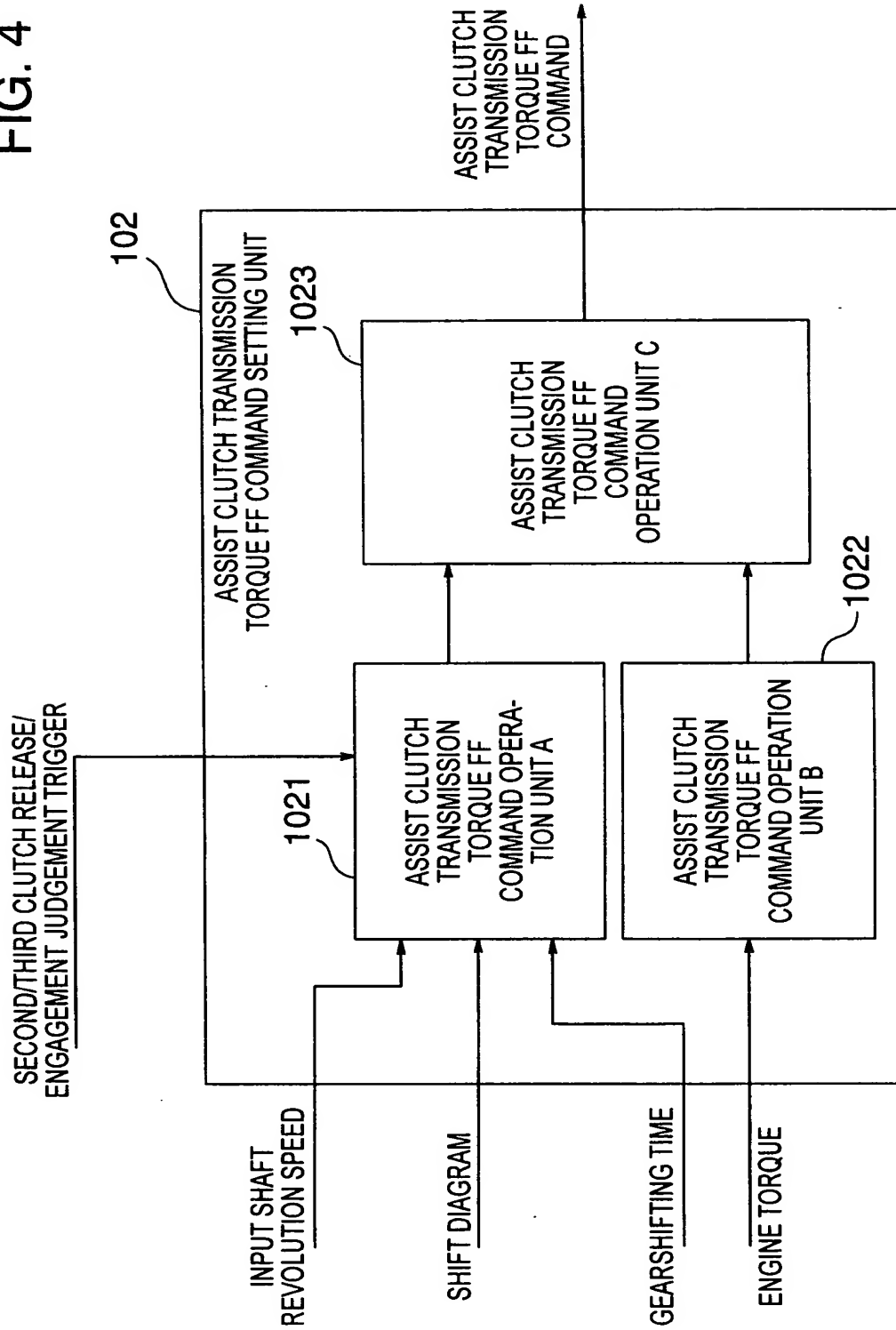
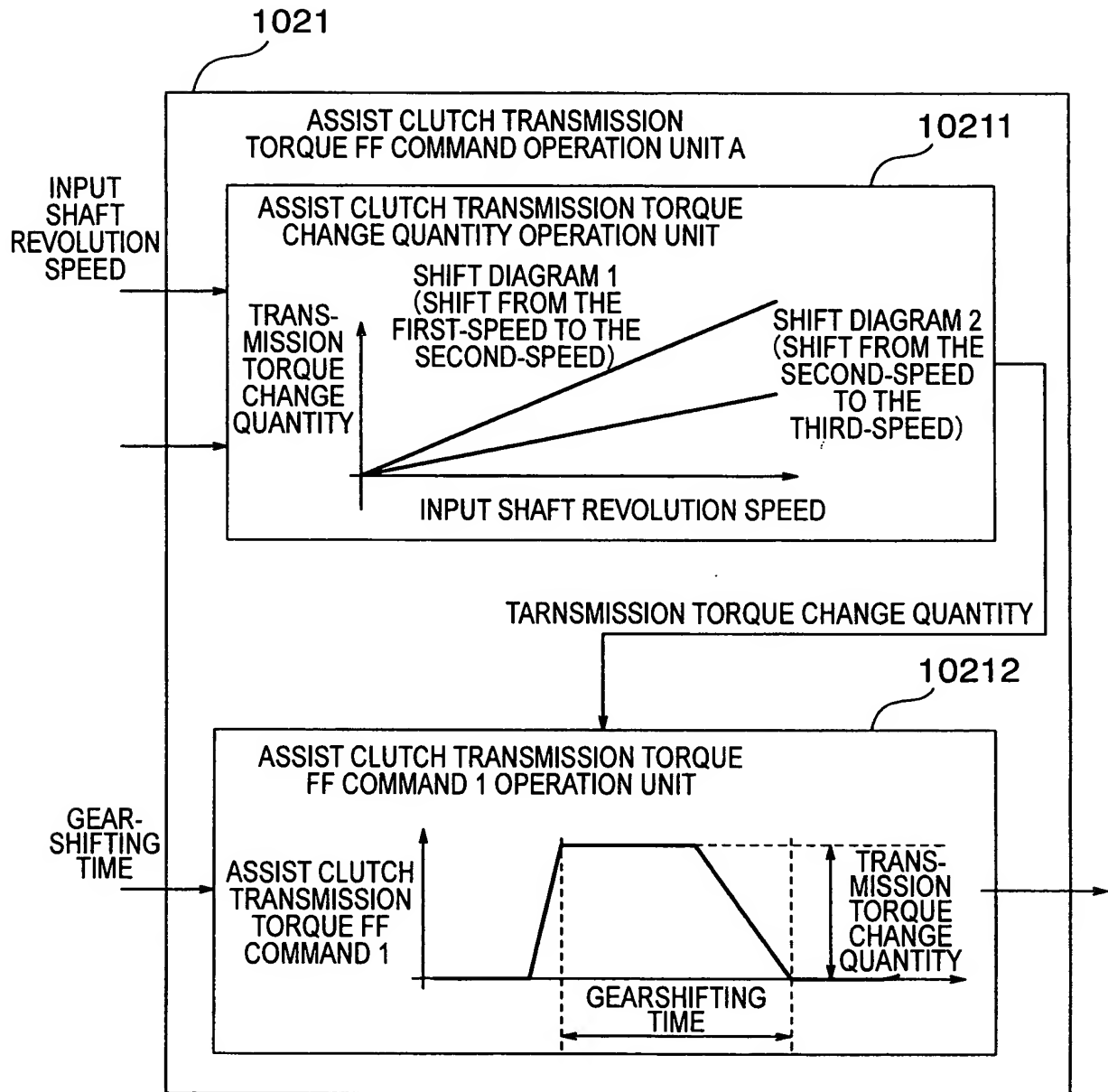


FIG. 4



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FIG. 5



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FIG. 6

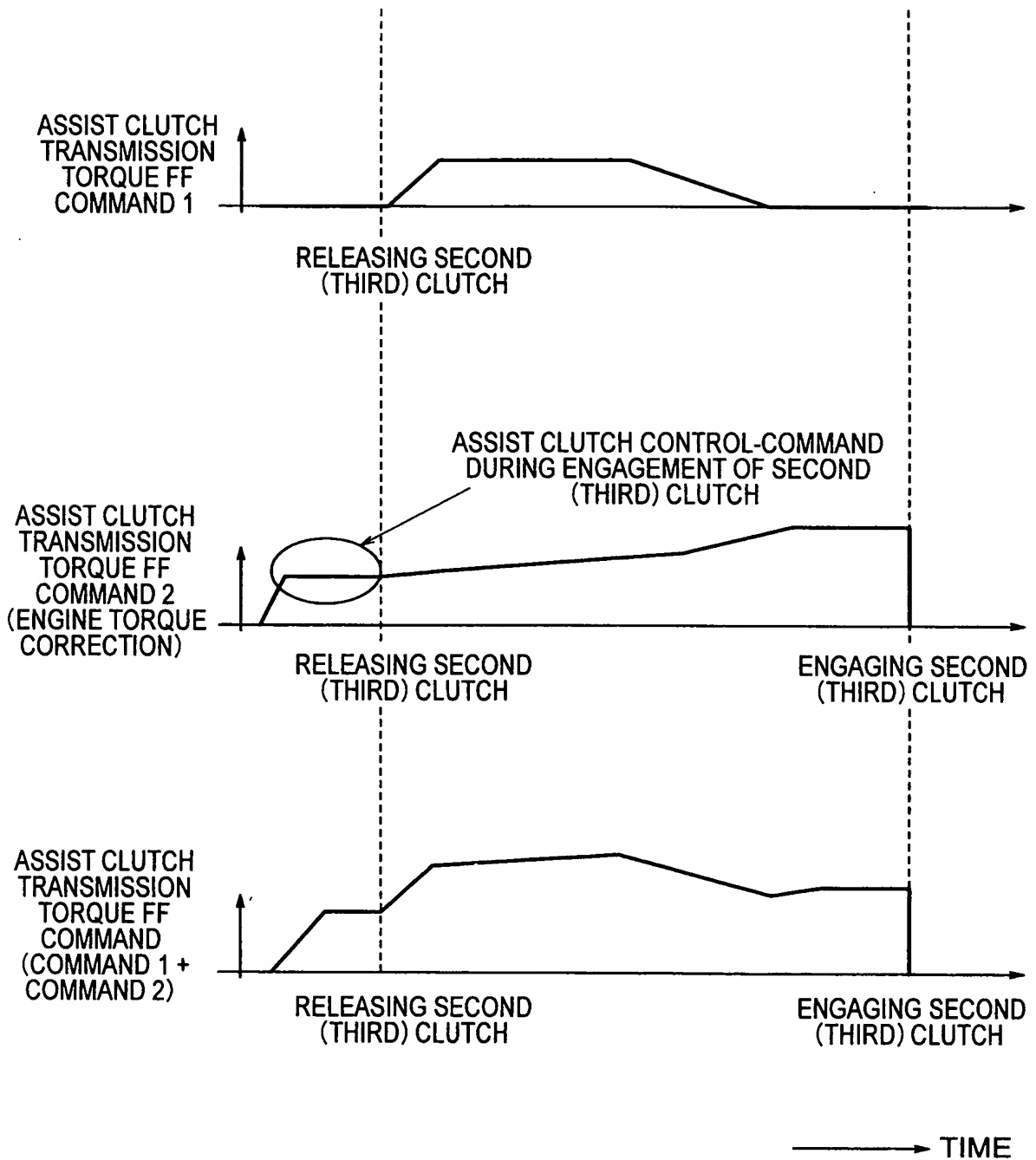
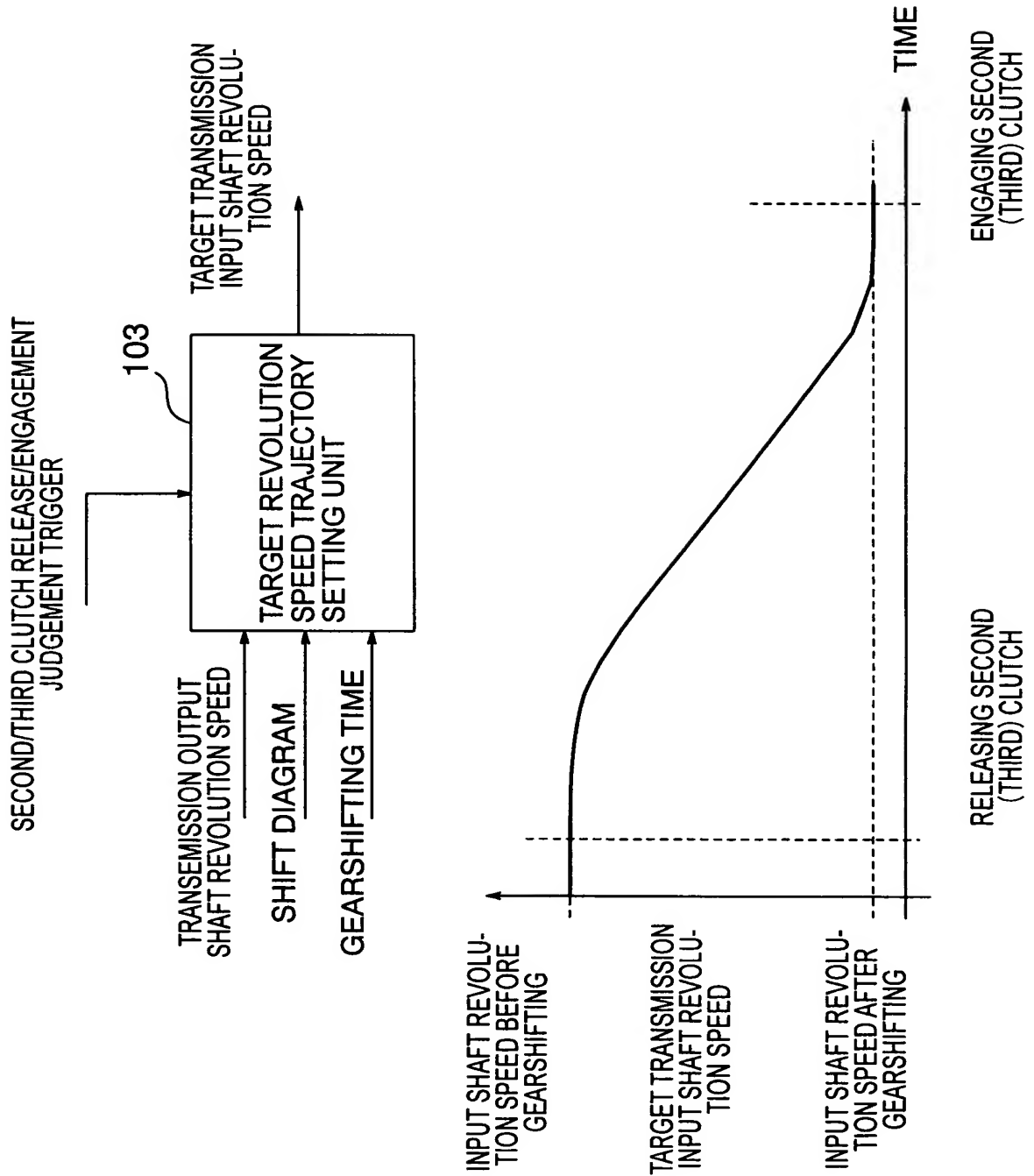
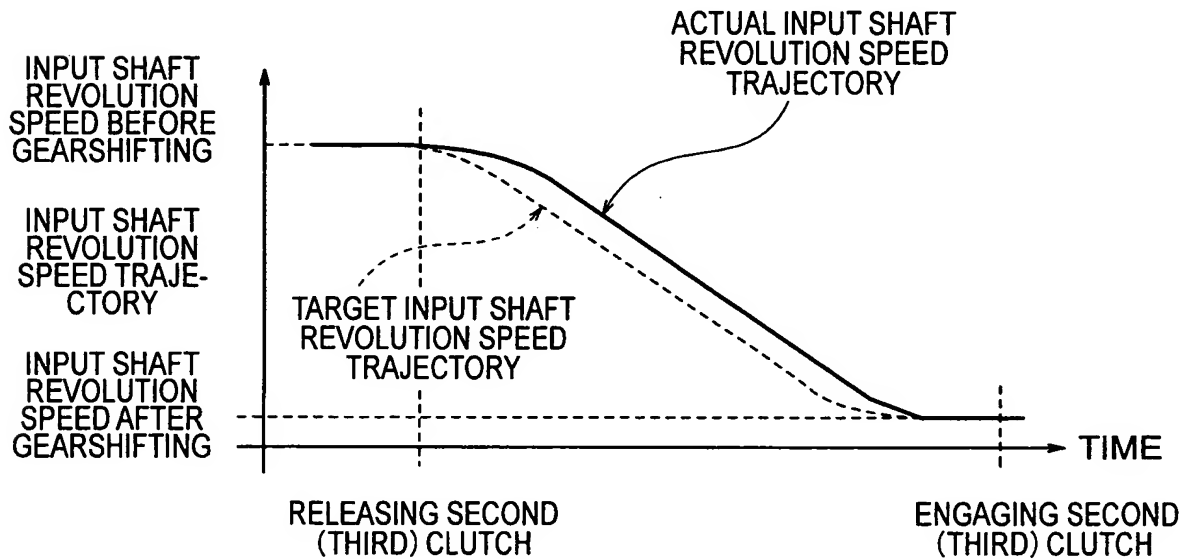
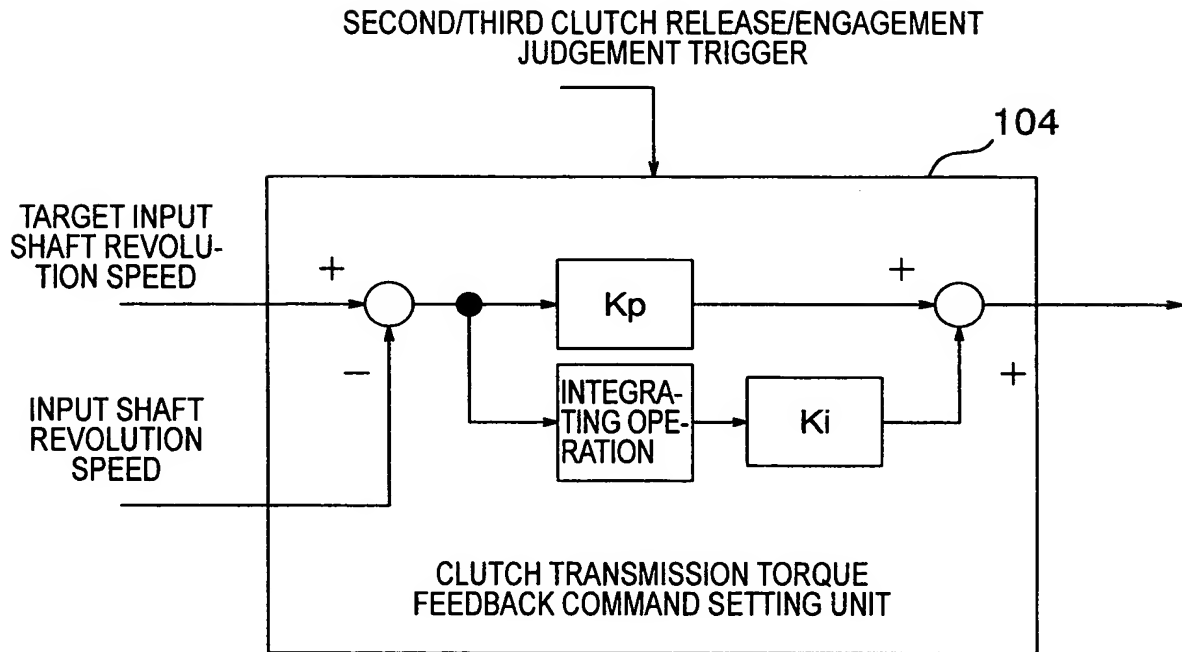


FIG. 7



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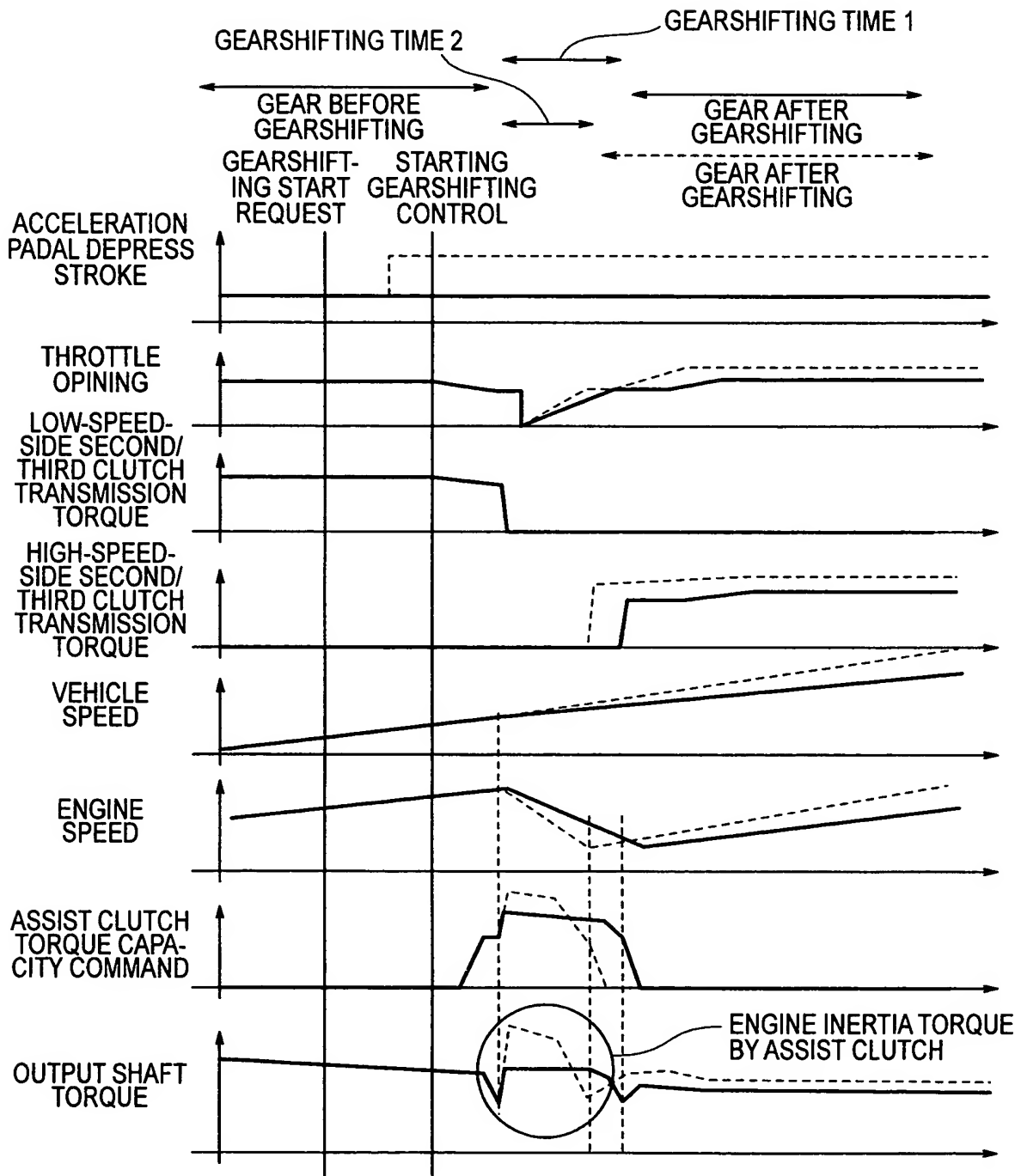
FIG. 8





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FIG. 9



----- : IN THE CASE WHERE IN ACCELERATION REDAL DEPRESS STROKE IS CHANGED DURING THE PERIOD BETWEEN THE GEARSHIFTING START REQUEST AND THE START OF GEARSHIFTING

————— : IN THE CASE WHERE THERE IS NO CHANGE IN ACCELERATION REDAL DEPRESS STROKE DURING THE PERIOD BETWEEN THE GEARSHIFTING START REQUEST AND THE START OF GEARSHIFTING

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FIG. 10

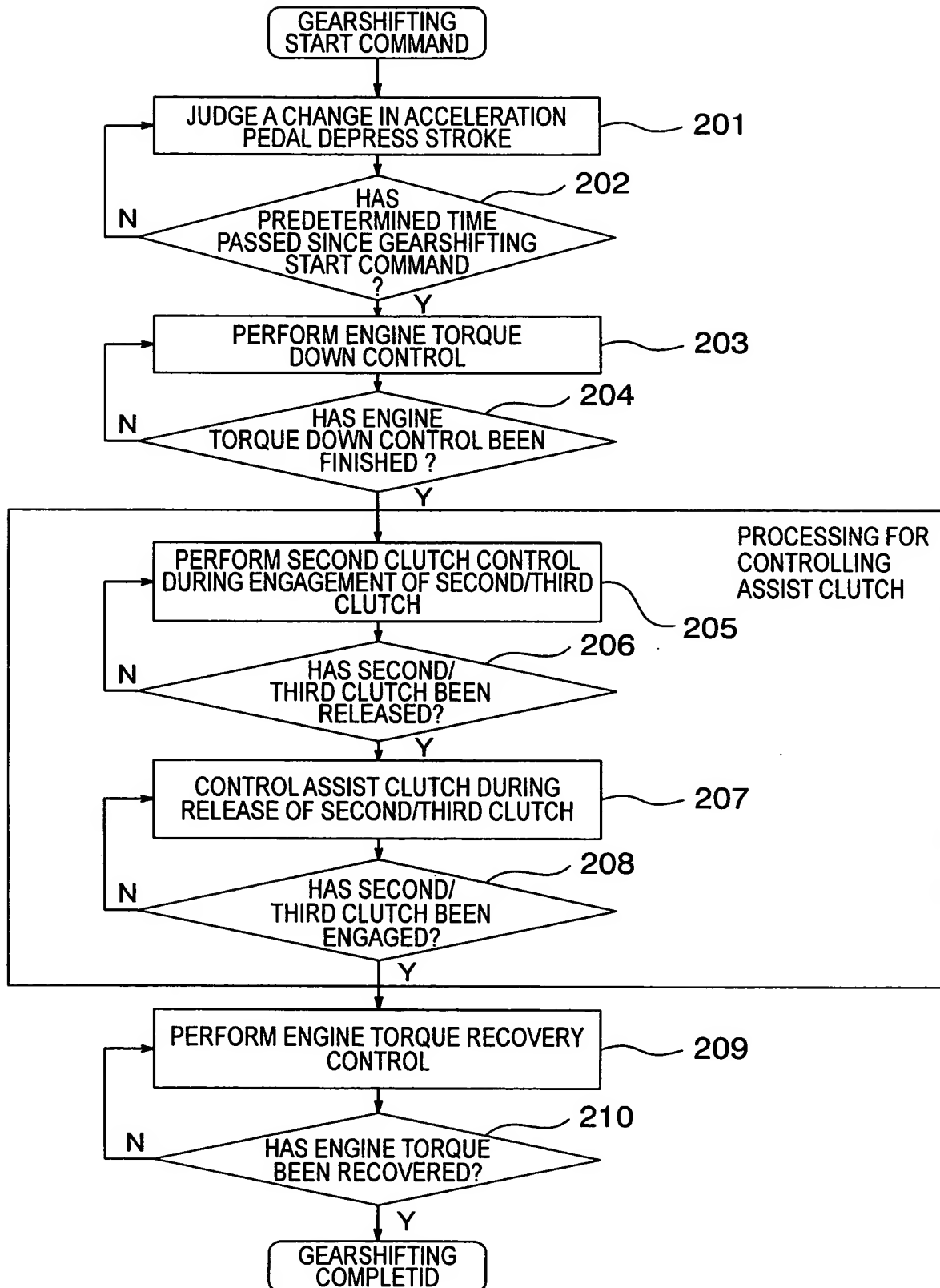
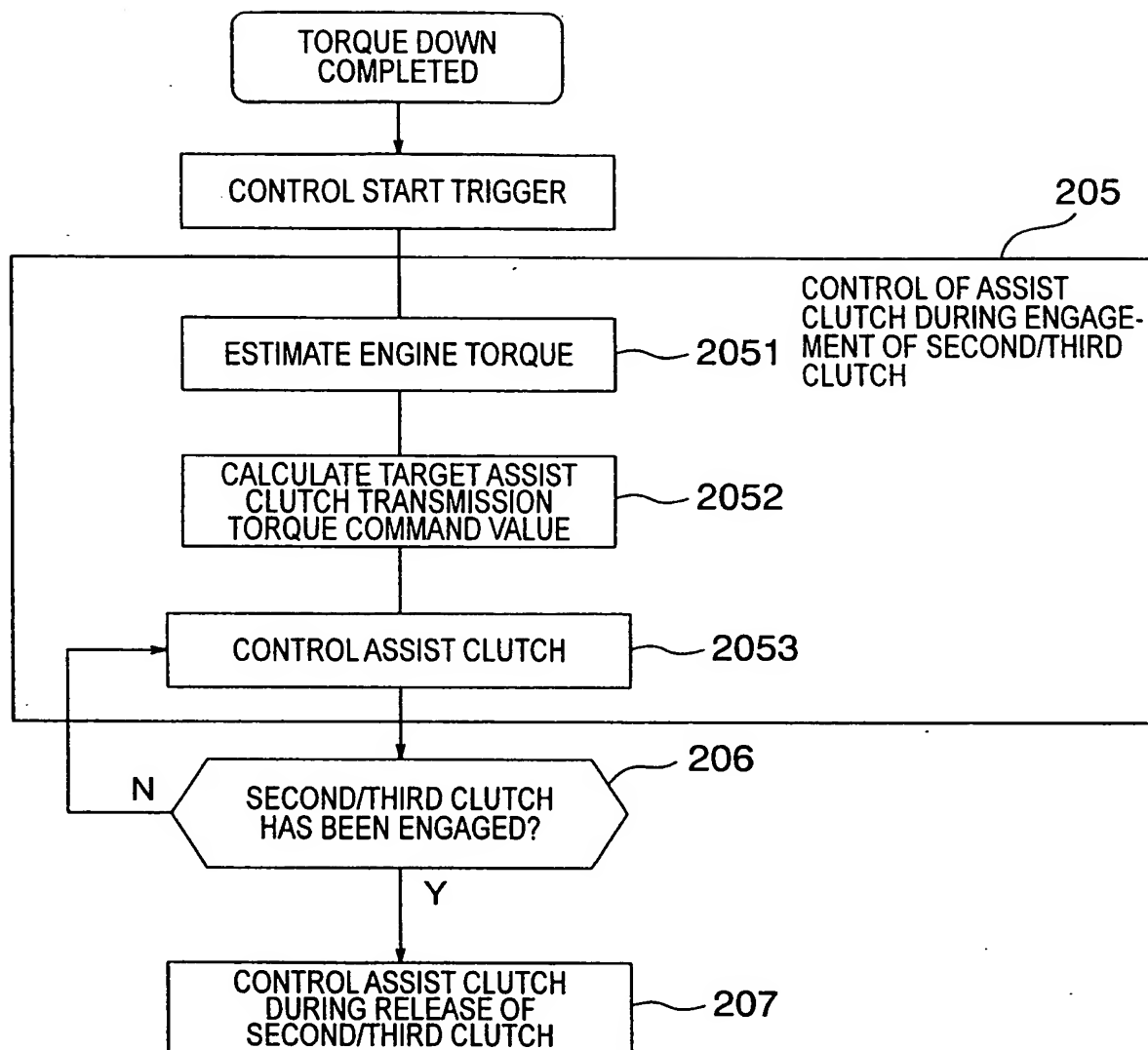
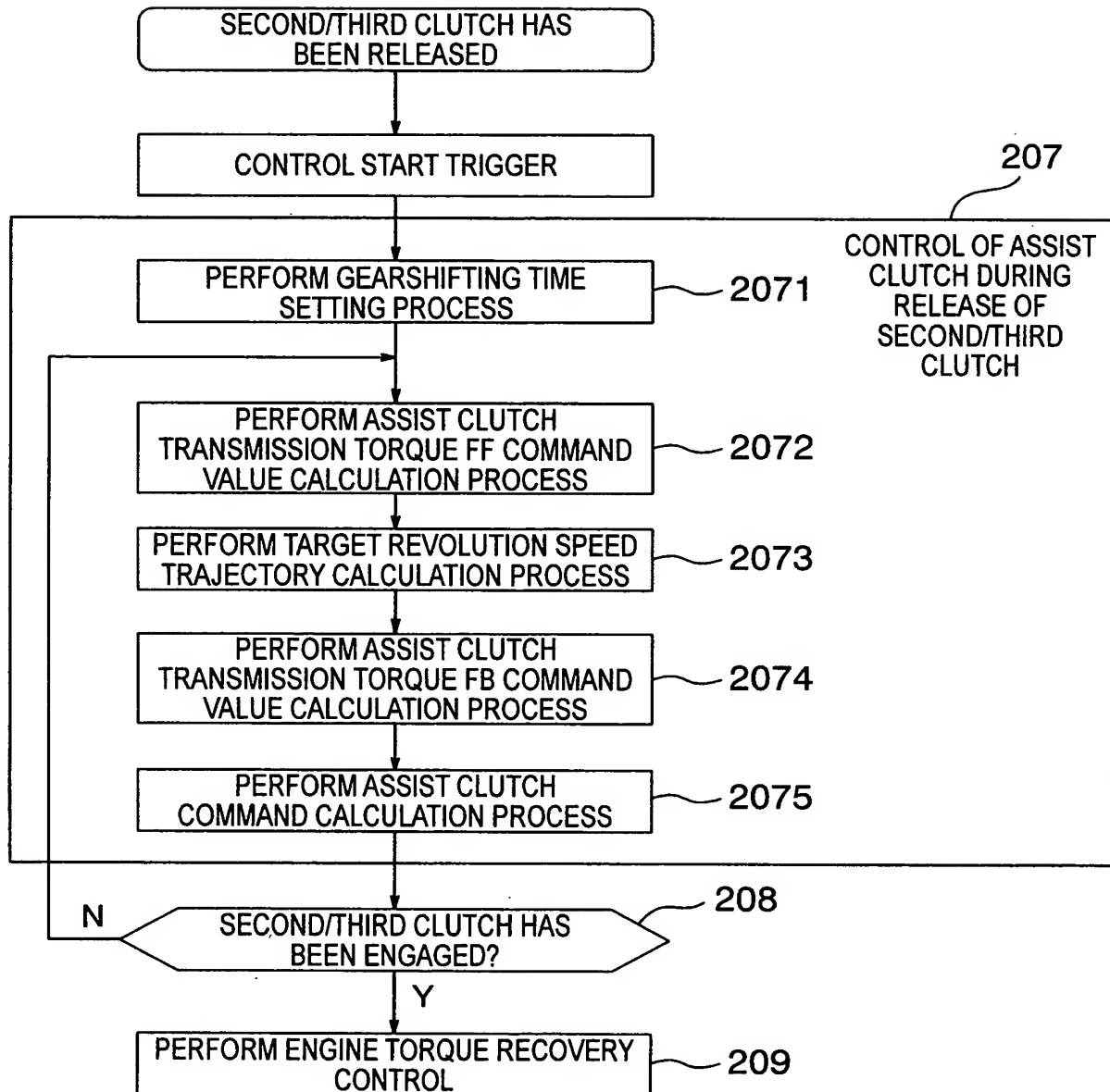


FIG. 11



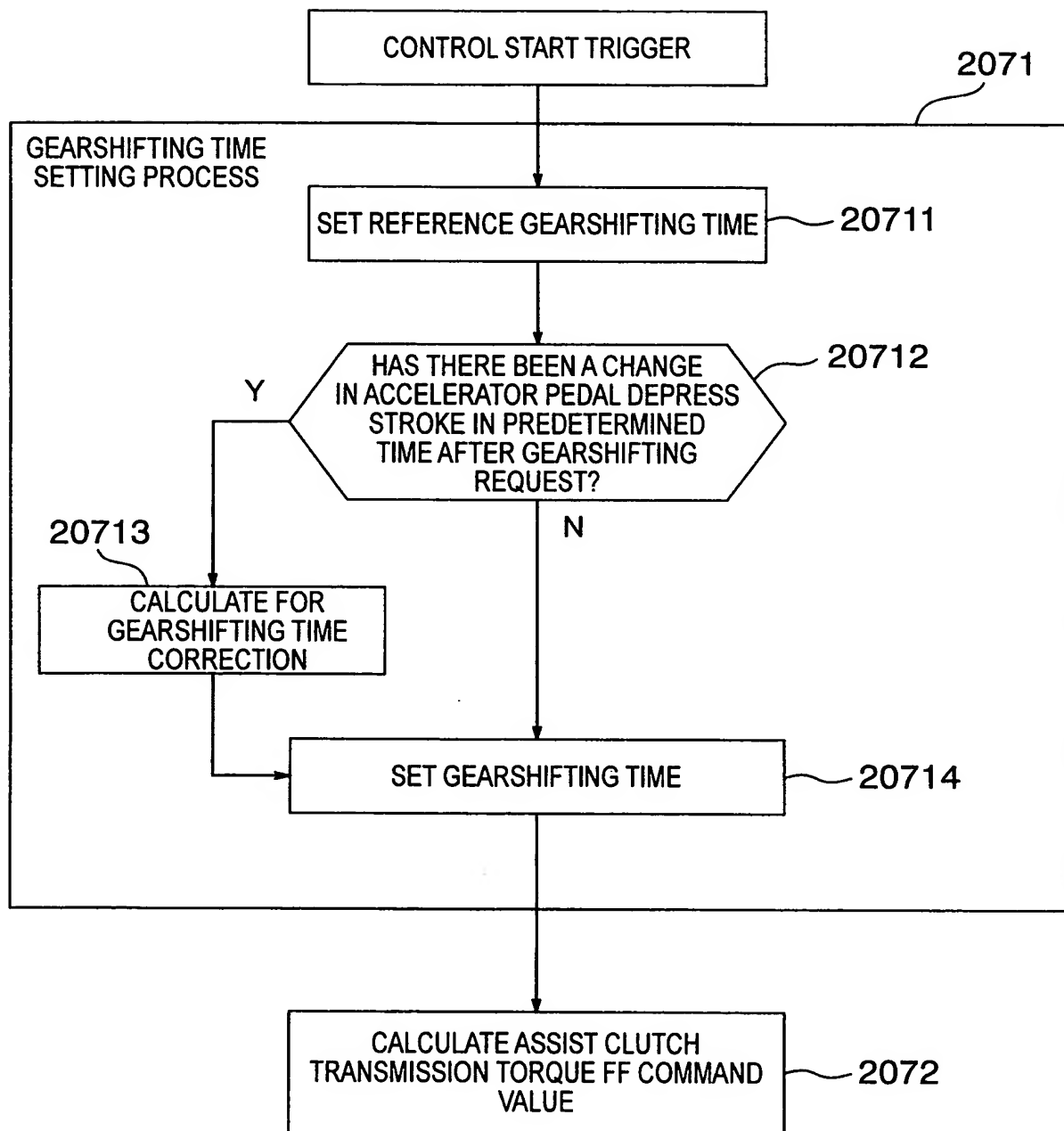
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FIG. 12



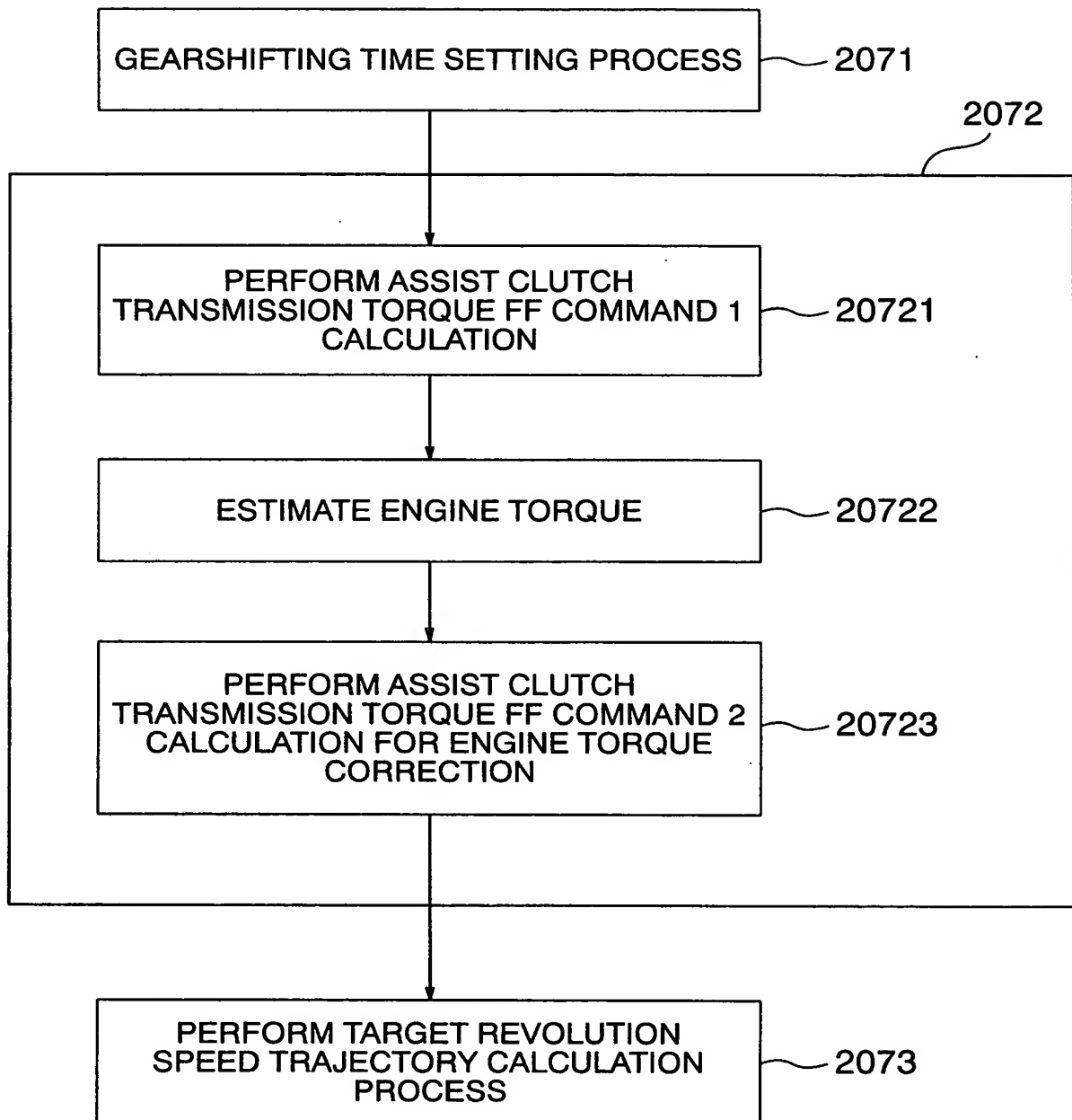
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FIG. 13



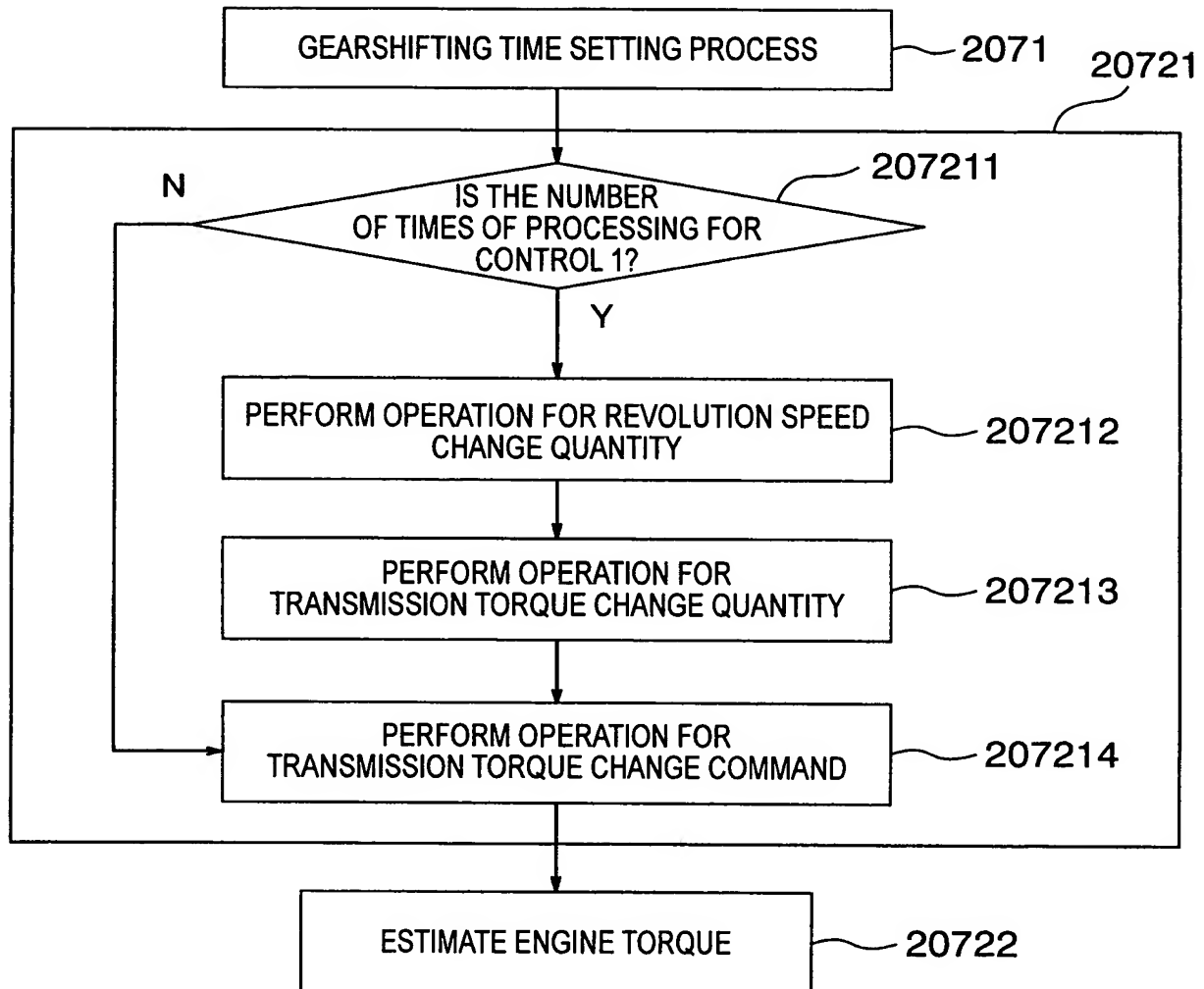
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FIG. 14



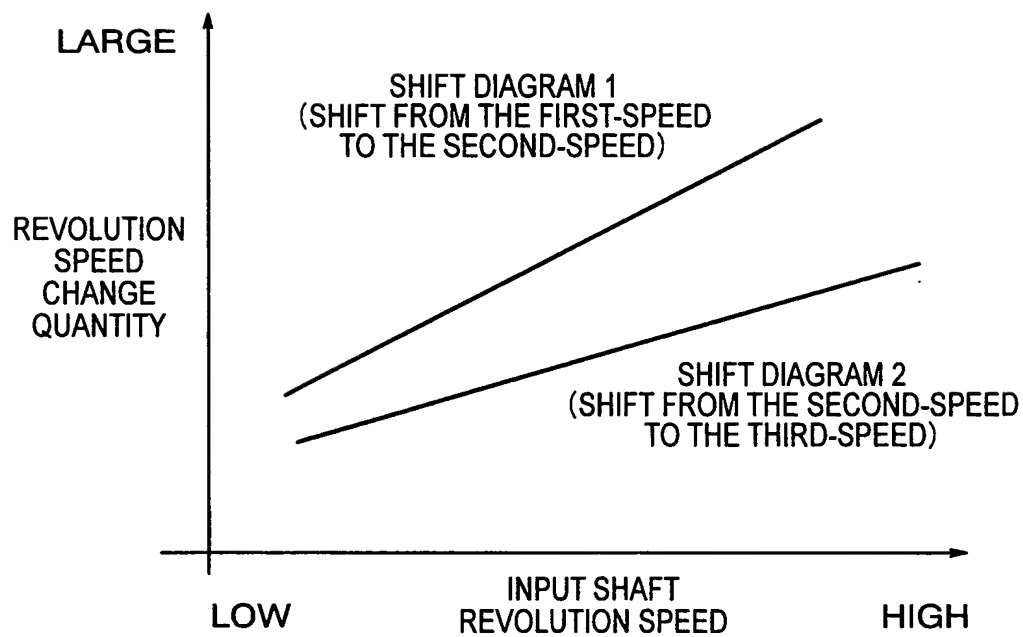
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FIG. 15



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FIG. 16

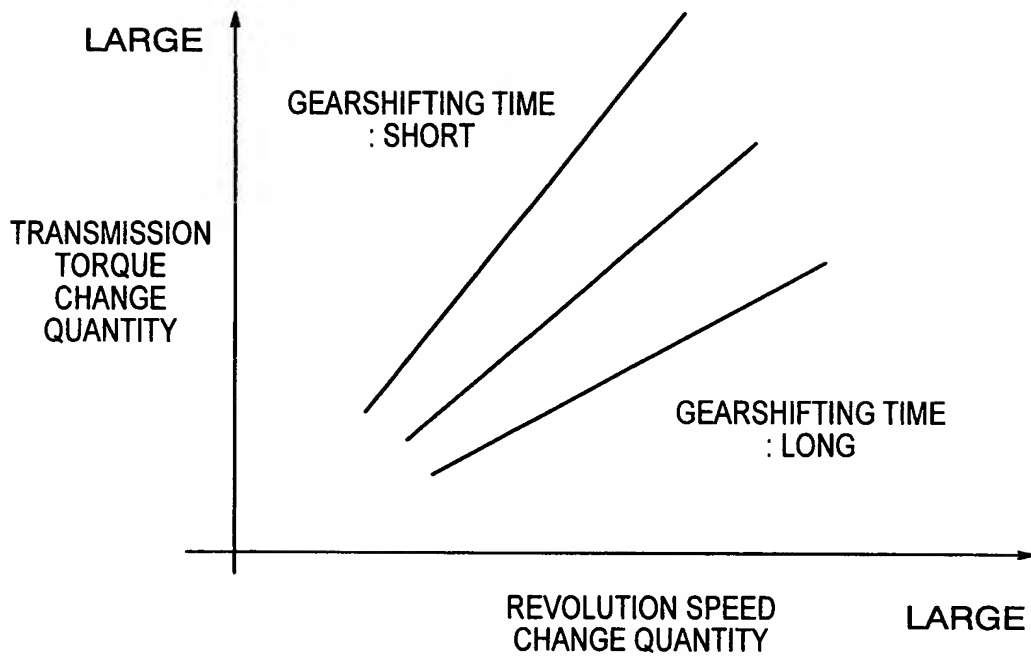


$$\text{REVOLUTION SPEED CHANGE QUANTITY} = \text{INPUT SHAFT REVOLUTION SPEED} \times (\text{1-GEAR RATIO AFTER GEASHIFTING} / \text{GEAR RATIO BEFORE GEARSHIFTING})$$



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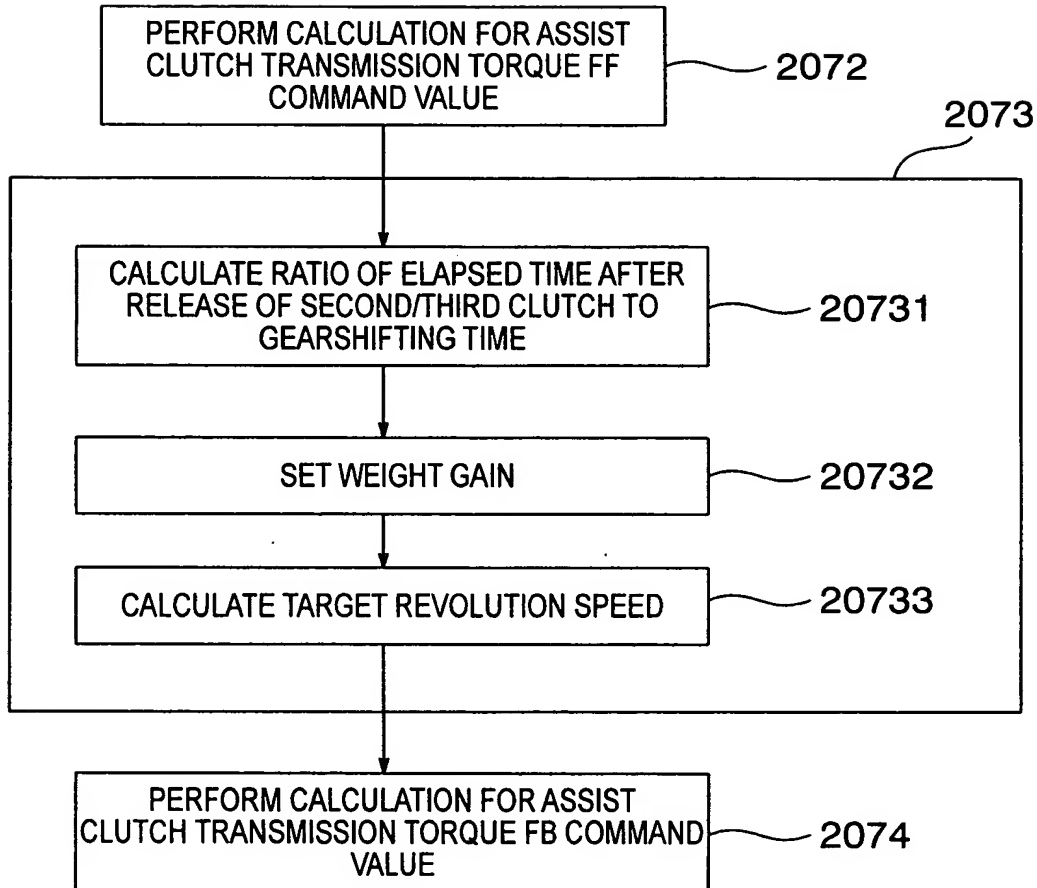
FIG. 17



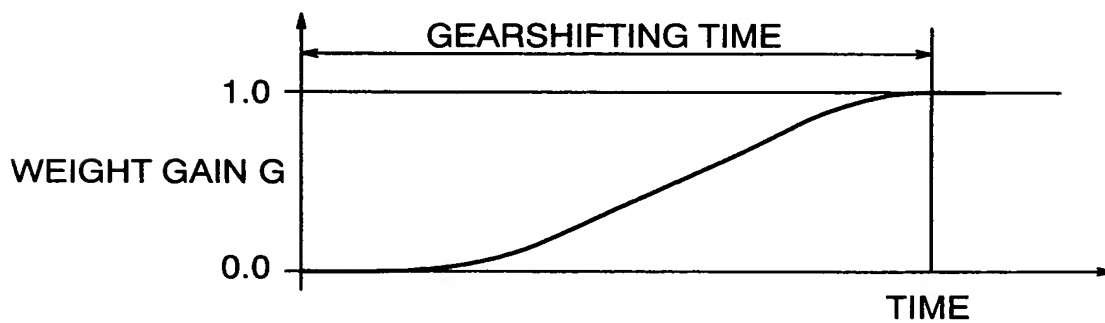
$$\text{TRANSMISSION TORQUE CHANGE QUANTITY} = \text{INERTIA} \times \text{SECOND CLUTCH GEAR RATIO} \times \text{REVOLUTION SPEED CHANGE QUANTITY} / \text{GEARSHIFTING TIME}$$

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FIG. 18

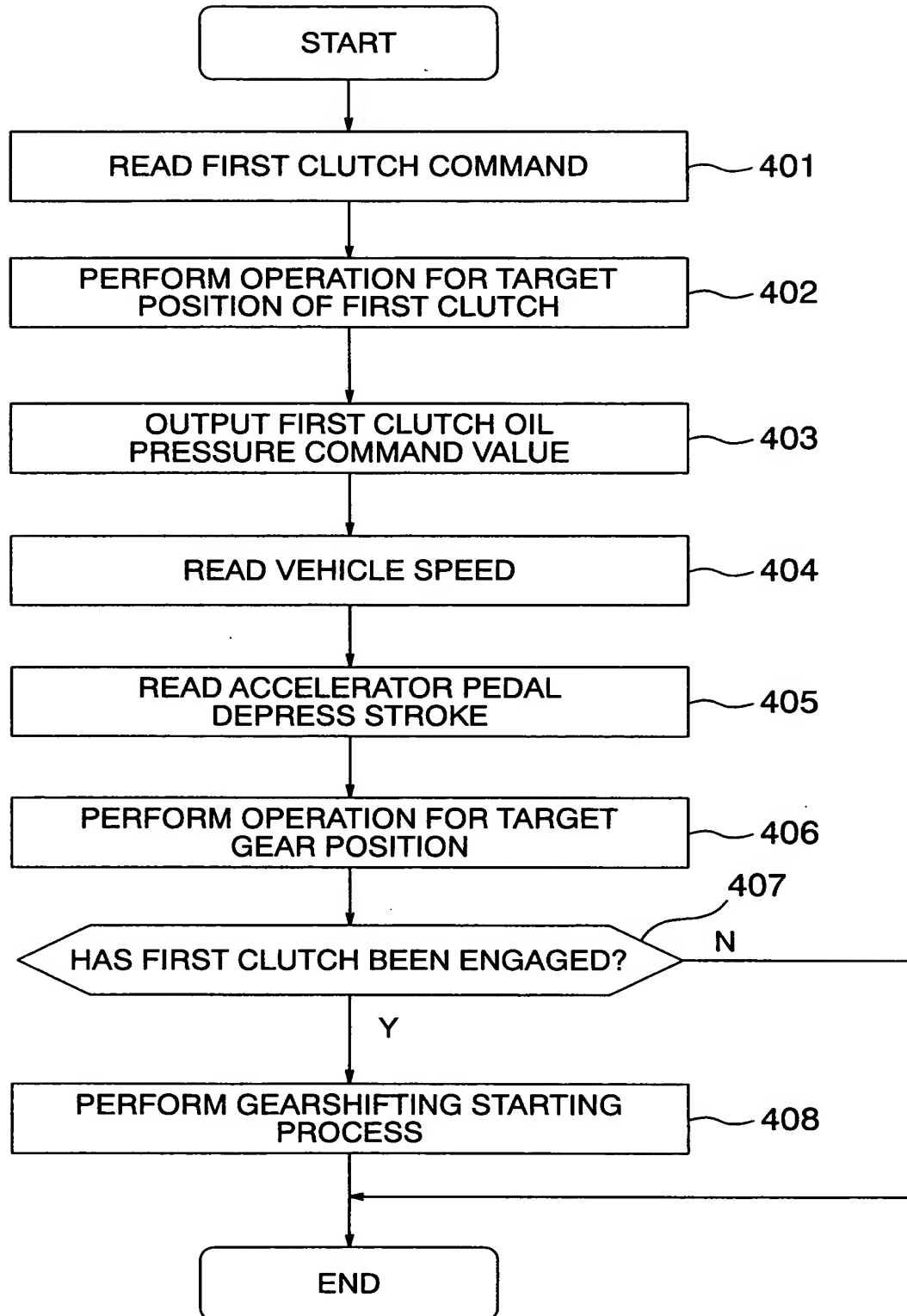


$$\text{TARGET REVOLUTION SPEED} = \{ (1-G) \times \text{GEAR RATIO BEFORE GEARSHIFTING} + G \times \text{GEAR RATIO AFTER GEARSHIFTING} \} \times \text{OUTPUT SHAFT REVOLUTION SPEED}$$



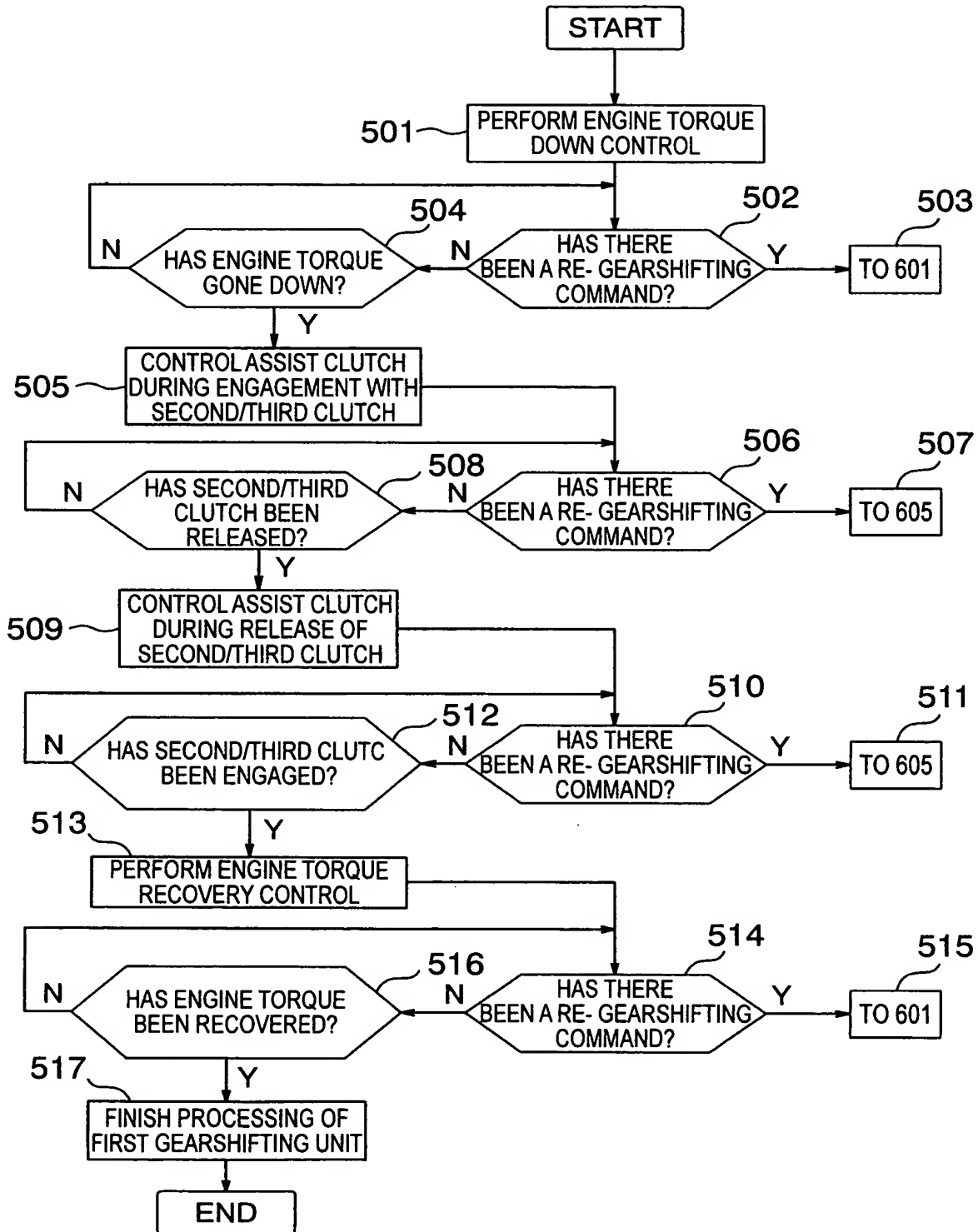
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FIG. 19



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FIG. 20



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FIG. 21

